

Appln. of: Schreiber
Serial No.: 10/780,882
Filed: 02/19/2004

AMENDMENTS TO THE CLAIMS

1. (Currently Amended) A compressor blade for an aircraft engine, comprising:
an airfoil having a blade core made of a fiber compound material and a metallic enclosing structure,
wherein the metallic enclosing structure is of a multi-part design and includes a blank on a suction side of the airfoil and a blank on a pressure side of the airfoil which are connected in an area of a leading edge of the airfoil to a leading-edge former constructed of a solid metal, the leading-edge former being thicker on the pressure side than on the suction side and including an attaching rib facing towards the blade core and which protrudes into the fiber compound material, the blank on the pressure-side being thicker than the blank on the suction side.
2. (Original) A compressor blade in accordance with Claim 1, wherein the leading-edge former has an asymmetrical cross-section and welds attaching end faces of the blanks to the former are offset relative to each other, with a pressure-side weld being positioned farther away from the leading edge than a suction-side weld.
3. (Original) A compressor blade in accordance with Claim 2, wherein outer surfaces of the blanks and of the leading-edge former are flush with each other.
4. (Original) A compressor blade in accordance with Claim 3, wherein the leading-edge former includes recesses for locating ends of the blanks.
5. (Original) A compressor blade in accordance with Claim 2, wherein the asymmetrical leading edge-former is longer on the pressure side than on the suction side and includes a fillet facing towards the blade core into which the fiber compound material protrudes.

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6. Cancelled
7. Cancelled
8. (Currently Amended) A compressor blade in accordance with Claim ~~1~~⁷, wherein the attaching rib is configured in the form of a wedge towards the blade core.
9. (Original) A compressor blade in accordance with Claim 1, wherein thicknesses of at least one of the blanks varies over the width of the blank from the leading edge to a trailing edge, in dependence of the load applied to the blank.
10. Cancelled
11. Cancelled
12. (Previously Presented) A compressor blade in accordance with Claim 1, wherein the leading-edge former includes an aerodynamically favorable shape with a tip radius.
13. (Original) A compressor blade in accordance with Claim 1, wherein at least one of the blanks and the leading-edge former are constructed from the group of nickel-base materials, austenitic steels and titanium-base materials.
14. (Original) A compressor blade in accordance with 1, wherein the metallic enclosing structure comprises a metal weave on a side facing the blade core.

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15. (Currently Amended) A compressor blade in accordance with Claim 17, wherein the attaching rib includes surface structure by which the fiber compound material can be interwoven with the leading-edge former.
16. Cancelled
17. (New) A compressor blade for an aircraft engine, comprising:
 - an airfoil having a blade core made of a fiber compound material and a metallic enclosing structure,
 - wherein the metallic enclosing structure is of a multi-part design and includes a blank on a suction side of the airfoil and a blank on a pressure side of the airfoil which are connected in an area of a leading edge of the airfoil to a leading-edge former constructed of a solid metal, the blank on the pressure-side being thicker than the blank on the suction side.
18. (New) A compressor blade for an aircraft engine, comprising:
 - an airfoil having a blade core made of a fiber compound material and a metallic enclosing structure,
 - wherein the metallic enclosing structure is of a multi-part design and includes a blank on a suction side of the airfoil and a blank on a pressure side of the airfoil which are connected in an area of a leading edge of the airfoil to a leading-edge former constructed of a solid metal, at least two of the individual components of the enclosing structure are constructed of different metal materials in accordance with the respective load conditions.
19. (New) A compressor blade for an aircraft engine, comprising:
 - an airfoil having a blade core made of a fiber compound material and a metallic enclosing structure,
 - wherein the metallic enclosing structure is of a multi-part design and includes a blank on a suction side of the airfoil and a blank on a pressure side

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of the airfoil which are connected in an area of a leading edge of the airfoil to a leading-edge former constructed of a solid metal, the metallic enclosing structure comprising a metal weave on a side facing the blade core.

20. (New) A compressor blade for an aircraft engine, comprising:
an airfoil having a blade core made of a fiber compound material and a metallic enclosing structure,
wherein the metallic enclosing structure is of a multi-part design and includes a blank on a suction side of the airfoil and a blank on a pressure side of the airfoil which are connected in an area of a leading edge of the airfoil to a leading-edge former constructed of a solid metal, the leading-edge former being thicker on the pressure side than on the suction side.
21. (New) A compressor blade for an aircraft engine, comprising:
an airfoil having a blade core made of a fiber compound material and a metallic enclosing structure,
wherein the metallic enclosing structure is of a multi-part design and includes a blank on a suction side of the airfoil and a blank on a pressure side of the airfoil which are connected in an area of a leading edge of the airfoil to a leading-edge former constructed of a solid metal, the leading-edge former including an attaching rib facing towards the blade core and which protrudes into the fiber compound material.